Notice No.3

Rules and Regulations for the Classification of Linkspans, July 2017

The status of this Rule set is amended as shown and is now to be read in conjunction with this and prior Notices. Any corrigenda included in the Notice are effective immediately.

Please note for the corrigenda items paragraphs, Tables and Figures are not shown in their entirety.

Issue date: June 2018

Amendments to	Effective date	IACs/IMO implementation (if applicable)
Part 3, Chapter 4, Section 1	1 July 2018	N/A
Part 3, Chapter 9, Section 1	1 July 2018	N/A

Part 3, Chapter 4
Pontoons

■ *Section 1*
General

1.1 Application

1.1.1 This Chapter applies to pontoons used for providing buoyant support for ship-to-shore ramps forming part of a linkspan and which are intended for operation in protected waters (*see Pt 1, Ch 2, 1.2 Application 1.2.5*).

1.1.2 Pontoons intended for operation in inland waterways are to comply with the relevant requirements of the *Rules and Regulations for the Classification of Inland Waterways Ships, July 2017, incorporating Notice No. 1, 2, 3 & 4*.

Existing paragraphs 1.1.2 to 1.1.5 have been re-numbered as 1.1.3 to 1.1.6.

Part 3, Chapter 9
~~Appendix for~~ Highway Loads, Section Aerodynamics and Pontoon Drag Coefficients

■ *Section 1*
~~Alternative highway~~ Highway live loads ~~based on BS 5400 Part 2 1978~~ – HA and HB

1.1 General

1.1.1 This Section provides guidance on how to calculate highway loading. Alternatively, highway loading is to be calculated in accordance with a recognised National or International Standard and agreed with Lloyd's Register.

Existing paragraphs 1.1.1 and 1.1.2 have been re-numbered as 1.1.2 and 1.1.3.

1.2 Type HA loading

1.2.1 Type HA loading consists of a uniformly distributed load**,** in kN/m^2**,** and a knife edge load**,** in kN/m**,** combined, or of a single wheel load**,** *see also Pt 3, Ch 9, 1.2 Type HA loading 1.2.4*.

1.2.2 **Nominal uniformly distributed load (UDL).** For loaded lengths up to and including 50 m, the UDL shall be derived from the equation:

~~$\text{UDL} = 336\left(\frac{1}{L}\right)0{,}67$~~ $\text{UDL} = 336\left(\frac{1}{L}\right)^{0{,}67}$ kN/m

where *L* is the loaded length, in metres.

For loaded lengths in excess of 50 m, the UDL shall be derived from the equation:

~~$\text{UDL} = 36\left(\frac{1}{L}\right)0{,}1$~~ $\text{UDL} = 36\left(\frac{1}{L}\right)^{0{,}1}$ kN/m

but not less than 21,8 kN/m.

~~Values~~ Alternatively, values for this load per linear metre of notional lane are given in *Table 9.1.1 Type HA Uniformly distributed load.*

1.2.4 **Distribution**. The UDL and KEL shall be taken to occupy one notional lane, uniformly distributed over the full width of the lane, *see Figure 9.1.1 Distribution of UDL and KEL*. The KEL is to be applied at only one point in the loaded length of the notional lane.

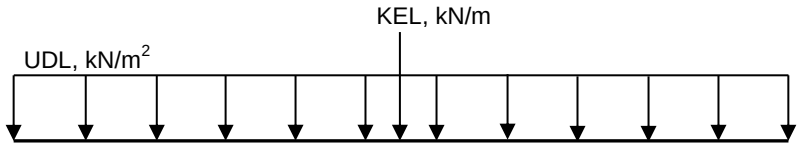

Figure 9.1.1 Distribution of UDL and KEL

1.4 ~~Derivation and application~~ Assessment of HA and HB loading

1.4.1 ~~For further details on the derivation of HA and HB loadings and for further information regarding their application to highways, reference is made to BS 5400: Part 2, 1978.~~ HA and HB loading is to be assessed in accordance with *Pt 3, Ch 5, 3.4 Load combinations* and *Pt 3, Ch 5, 4 Design criteria.* Other vehicle load combinations are to be specially considered.

Existing Figure 9.1.1 has been re-numbered as 9.1.2.

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